



Weather Component of USAF's Military Airlift Command

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November 1968

6th Wing instructors teach rocket course

VANDENBERG AFB, Calif.—Two courses on weather rockets will be taught here for members of the Air Force Environmental Rocket Sounding System (AFERSS) program. The instructors will be members of Detachment 30, 6th Weather Wing.

Rocketsonde indoctrination courses of 170 hours, for operations personnel and 25 hours for staff and supervisory personnel, will be offered once every three months.

The AFERSS, comprised of various Air Force operated and Air Force affiliated land and ship stations, gather weather data from instruments sent up aboard small rockets. Called ARCAS and LOKI, these solid propellant boosters are useful in collecting data above the altitude reached by balloons and below the area sensed by satellites—between 100,000 and 500,000 feet.

Data is collected by radar and other ground based systems as the payload parachutes back to earth. From this data such variables as temperature, wind, density and other properties can be analyzed.

Previously taught at Tinker AFB, Okla., the courses have been transferred to Vandenberg to make use of better facilities for rocket firing. The courses are instruction on explosives handling and safety, missile launch operation and the reduction of data.

Each class will consist of five to ten students. Once they have completed the 170 hour course, the students will be qualified to return to their AFERSS area and conduct rocket launches themselves.

AFERSS operates 13 land stations and three shipboard stations. The shipboard stations conduct meteorological launches primarily in support of major Air Force Western Test Range (AFWTR) and Air Force Eastern Test Range operations.

Rocketsonde indoctrination instructors are MSgt. Anthony Luck, SSgt. George Tise, and Sergeants Harry Greene, Kenneth Heatherton and John Hillery.

Under the direction of Capt. Edwin C. Dobkowski, Rocketsonde program manager, Det. 30 is directly responsible for meteorological missile operations from two launch locations at Vandenberg and from the RIS Range Tracker, an AFWTR instrumented ship. These launches are conducted by rocketsonde indoctrination instructors in conjunction with U.S. Weather bureau personnel.

Det. 30, operationally assigned to the Air Force Western Test Range and commanded by Col. Joseph M. Tyndall, provides weather data for the Western Test Range in support of missile launches from Vandenberg as well as base weather information.



EQUIPMENT SUCH AS THIS pressurized van being loaded aboard this C-141 Starlifter will be used in a joint British-American study of clear air turbulence and monsoon storms. AWS's 56th Weather Reconnaissance Squadron is also supplying an RB-57F high altitude jet and crews for the Singapore based operation, code named Cold Cat. (Air Force Photo)

MAC reservists provide airlift to AWS in Cold Skin

Hq. AWS—Air Force Reserve personnel assigned to the Military Airlift Command are currently in the process of airlifting weather equipment for Air Weather Service in conjunction with Operation Cold Skin.

Weather recon people deploy to Singapore for Project Cold Cat

Hq. AWS—Approximately 30 Air Weather Service people assigned to the 56th Weather Reconnaissance Squadron, Yokota AB, Japan, recently participated in a joint American-British weather study at Singapore.

Working closely with the Royal Aircraft Establishment of London, England, the 56th flew normal RB-57F high altitude missions in support of the project, code named Cold Cat.

In addition to the 56th RB-57, the British provided one of their Canberra PR-9 aircraft, a specially equipped model of the PR-7, from which the B-57 was developed. Both aircraft were equipped to take weather readings at high altitudes.

Cold Cat is designed to study clear air turbulence in and around monsoons for future use by participating countries in the development of supersonic transport aircraft systems.

The operation, which ran from 1 Oct. 1968 through 4 Nov. 1968, required special weather instrumentation for both aircraft used in the testing.

Operating from Tengah Royal Air Force Base, Singapore, the 56th alternated their flight crews on a daily basis during the operation. Maj. Thomas Strohl headed the contingent in the study, while Maj. Herbert Lindner and Captains Jack Ripper, Terry Burnett and Wayne Raab comprised the aircraft crews.

During the project, the two aircraft flew over tropical thunderstorms at heights ranging from 50 to 60,000 feet. They collected data regarding atmospheric conditions in the vicinity of the storms for scientists to analyze.

Maintenance crews and life support people were flown to Singapore by a Military Airlift Command C-141 Starlifter transport. Because of the length of the operation and altitude the RB-57 flew, a special pressure van was airlifted to Singapore along with other essential maintenance equipment.

7th Wing NCO weather maint. man of year

Hq. AWS—The Military Airlift Command recently selected a 7th Weather Wing Non-commissioned officer as the Weather Maintenance NCO for 1968. MSgt. Jack G. Williamson, Detachment 39, Tinker AFB, Okla., was selected for his sustained job performance, leadership and management of resources.

He will receive a letter of congratulations from Maj. Gen. William H. Reddell, MAC deputy chief of staff, materiel, and indorsement by Brig. Gen. Russell K. Pierce Jr., AWS commander.

Sergeant Williamson was also cited for his efforts in the PRIDE and cost reduction programs. He is now assigned to Hq. AWS as an equipment programmer.



PREPARING THE ARCAS meteorological rocket for firing are (left to right) Sergeants Harry Greene, Kenneth Heatherton and John Hillery, MSgt. Anthony Luck and SSgt. George Tise, instructors in the Rocketsonde Indoctrination course to be taught at Vandenberg AFB, Calif. The ARCAS

and LOKI, another meteorological rocket, are extremely useful in collecting data above the altitude reached by balloons and below the area sensed by satellites. The course, taught by members of Detachment 30, 6th Weather Wing, was previously conducted at Tinker AFB, Okla.

Director, Special Projects



President, others praise 7th Wing support to MAC

SCOTT AFB, Ill.—The Directorate of Weather, 7th Weather Wing, has been praised several times for its operational support to the Military Airlift Command (MAC) battle staff during a civil disorder early this year. Letters were received from President Lyndon B. Johnson, Secretary of Defense Clark Clifford, Secretary of the Air Force Dr. Harold Brown, Air Force Chief of Staff Gen. John P. McConnell and MAC commander, Gen. Howell M. Estes Jr.

In a letter to the 7th WW from the deputy chief of staff operations, MAC, the Directorate of Weather was praised for "the efficient and effective manner in which members of your directorate assisted in directing MAC airlift resources to meet this national contingency reflect credit upon the 7th Weather Wing, the Military Airlift Command and the United States Air Force."

MAC was levied the requirement to airlift troops and equipment during national civil disorders. At the peak of disorders, 200 MAC aircraft were used in deployment of forces or standing strip alert.

Miss Pierce becomes new Mrs. Harpenau

Brig. Gen. and Mrs. Russell K. Pierce Jr., Hq. Air Weather Service, announce the marriage of their daughter Anne Gray, to Mr. Virgil L. Harpenau, son of Mr. and Mrs. Louis Harpenau of Kansas City, Mo.

The couple exchanged vows in Santa Monica, Sept. 7 and plan to reside in California.

Mrs. Harpenau is presently a hostess with Trans-World Airlines, Los Angeles, Calif. and Mr. Harpenau is a field sales engineer for Litton Industries in Los Angeles.

Det. 19 claims all personnel going to school

DUGWAY FIELD, Utah — Detachment 19, 6th Weather Wing claims to be the only Air Weather Service detachment to have 100 per cent of their people enrolled in off-duty education.

Five airmen are attending the University of Utah and two are at Brigham Young University. The remainder of the detachment members are taking correspondence courses from either USAFI or civilian universities.

Banks new CO of forecast center

ENT AFB, Colo.—Lt. Col. William O. Banks, formerly chief of the Solar Forecast Center, assumed the directorship of the facility from Col. Charles K. Anderson, who was reassigned to Washington D.C., Colonel Banks' former position was taken over by Maj. (lieutenant colonel selectee) Joseph K. Lambert.

One Short Hour

For almost 2000 years Christmas has been a season of thanksgiving and joy. It seems a cruel paradox that in this time of renewed life, death will mark the end of the holiday season for thousands of Americans, hundreds of servicemen. For each of them, a twisted and smashed automobile will mark his last Christmas.

The causes of these holiday traffic deaths are no secrets. Prominent among them are drinking while driving, excessive speed, heavy traffic and icy roads. Perhaps the most significant of these is drinking while driving.

It's natural, of course, to add to the holiday glow with an additional alcohol-induced glow. How much of this glow must you have before it becomes dangerous? One drink can be too much.

This doesn't mean that you can't enjoy a drink or two with your meal, as long as you don't get behind the wheel right away. For each bottle of beer or ounce of whiskey you should wait one hour before driving a car.

One hour. It seems like a long time when you're in a hurry. It's an hour that can keep you around for next Christmas.

We got one right, anyway

Dear Editor:

On Sunday, 13 October 1968, the members and their families of Detachment 3, 3rd Weather Squadron, Myrtle Beach AFB, S.C., held a PICNIC. The weather (just as it was forecasted to be), was great!!! The weather presents no problems for those who are in the know.

Due to the articles in your publication concerning weather personnel and their picnics and how it always rains — we demand equal time and declare that we are weathermen and that we DID NOT have rain at our picnic.

Since we have been able to beat the system by means of stellar forecasting we are now in a position to extend our services to the less fortunate weather detachments who count themselves among your readers.

THOMAS E. DEER, 1st Lt., USAF
Chief Forecaster

Form 1580 not for permissive TDY

Hq MAC (MNS) — DD Form 1580 (Military Standby Authorization) may not be used to obtain reduced air fares while on permissive temporary duty as the result of a recent Department of Defense policy decision.

DoD policy is that the form is to be used only when a person is on leave, pass or furlough.

Dietitians to discuss therapeutic menus

SCOTT AFB, Ill. (MNS) — Main topic for discussion at the dietitian's workshop here was therapeutic diets for C-9 aeromedical evacuation patients.

During the conference, proposed therapeutic in-flight meals will be considered. Included in the discussion was problems in preparing, transporting and heating meals for "air evac" patients in the domestic system.

Some 15 Air Force dietitians attended.

Promotion boards meet at MAC

Hq MAC (MNS) — A selection board for promotions to technical sergeant during the Dec. 1, 1968 — May 1, 1969 cycle convened at Scott AFB, Ill., Sept. 16.

The board to choose master sergeant nominees met previously and selected 672 for hikes during the same cycle.

According to personnel officials, about 7,300 staff sergeants were eligible for promotion to tech. The Military Airlift Command quota for tech sergeant hikes were 1,210. Approximately one out of every six eligible staffs will be promoted.

Master sergeant hikes saw approximately one selected for every nine eligibles.

ASD designs C-5 cargo platform

Hq MAC (MNS) — A new air transportation dock to be used to load C-5 Galaxys has been developed by Aeronautical Systems Division at Wright-Patterson AFB, Ohio.

Measuring 293 by 65 feet, the dock is designed to mate with the floor of the C-5's cargo compartment, enabling vehicles and pallets to be loaded directly onto the Galaxy.

Each dock can double as a storage area and is capable of supporting 795,000 pounds of cargo — the equivalent of three fully-loaded C-5s.

The new structure is built of aluminum in five sections — a movable center section, two side storage platforms, a bridge section and two vehicle ramps.

The OBSERVER regretfully announces the death of Lt. Col. David Livingston Simpson Jr., recently retired commander of the 156th Weather Flight, North Carolina Air National Guard. Colonel Livingston served 24 years with the Guard.

\$5411 VRB goes to observer

HICKAM AFB, Hawaii—SSgt. John E. Buffington, Operating Location 2, Detachment 4, 1st Weather Wing, reenlisted in August for \$5,411.00 Variable Reenlistment Bonus (VRB).

The weather observer VRB was discontinued September 1.



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BRIG. GEN. RUSSELL K. PIERCE, JR.

Commander, Air Weather Service

CAPT. TERRENCE MAYER, Director of Information

LT. RAY A. CROCKETT, Managing Editor

SSGT. GENE GOLDSMITH, Editor

General Pierce visits 6th Wing

ANDREWS AFB, Md.—En route to the Pentagon for a morning appointment, Brig. Gen. Russell K. Pierce Jr., visited the 6th Weather Wing headquarters, to present two decorations and suggestion award to three 6th Wing sergeants.

The general presented SSgt. John W. Lenon Jr., with the Bronze Star Medal, MSgt. James L. Riordan with the Air Force Commendation Medal and CMSgt. John P. Tankersley with a cash award of \$415 for a military suggestion.

Later that evening General Pierce returned to Andrews for a reception given in his honor. In an after dinner speech, the general commented on the competence displayed by AWS personnel everywhere and on the personal pleasure and pride he derived from his command of AWS people.



RECEIVING A WEATHER DEBRIEFING from (right) SSgt. Robert D. Johnson, duty forecaster and Capt. Thomas Klein, chief forecaster of Detachment 13, 20th Weather Squadron, Misawa AB, Japan, are (from left), Lieutenant Colonels Gus Guthrie, commander 67th Tactical Fighter

Squadron and Stan Luther, commander 356th TFS at Misawa. The two fighter squadrons led the inter-base competition for total pilot reports (PIREPS) in a month. Rivalry in the monthly competition has been stimulated by Captain Klein's daily running of total PIREPS

1st Group visited by Col. Suggs

TAN SON NHUT AB, Vietnam—Col. Ralph G. Suggs, vice commander, Air Weather Service, recently visited the 1st Weather Group in Southeast Asia. Accompanying him on his visit were Colonels Joseph M. Bird, 1st Weather Wing vice commander and James P. Norwood, 1st Weather Wing operations officer.

The colonel primarily visited units of the 5th Weather Squadron in Vietnam, traveling with Colonel C. J. Loisel, 1st Weather Group vice commander, and Lt. Col. William E. Cummins II, commander, 5th Weather Squadron. Colonel Suggs toured weather facilities at Long Binh, Di An, Phu Loi, and Long Giao, observing the 5th Weather Squadron support of army operations. The units visited provide weather support to the 1st "Big Red One" Infantry Division and the 11th Armored Cavalry Brigade. After the Vietnam segment of the visit, Col. Griffin H. Wood, commander, 1st Weather Group, accompanied Col. Suggs' party to Nakhon Phanom RTAFB and Udorn in Thailand.

Wiesbaden observers do their thing

Tired of the routine? Jump!

WIESBADEN AB, Germany—Tired of the routine and usually humdrum life of a weather observer and looking for a change? Two 7th Weather Squadron observers at Bad Toelz, Germany, have found it.

Staff Sergeants Juan Longoria and Arno Perlow are assigned to the only weather detachment in

Europe with "jump slots." The two NCO volunteers have completed, in addition to their weather training, Army parachutist training. Sergeant Longoria is a 1966 graduate of the Army Jump School at Ft. Benning, Ga. Sergeant Perlow earned his wings at the 8th Infantry Division school at Wiesbaden AB,

Germany, earlier this year, and is the only weather observer to successfully qualify for jump wings in Europe.

The mission of Detachment 54, 7th Wea. Sq., is direct support to the 10th Special Forces Detachment (Airborne) Europe. Their mission requires many duties not found in the average weather station. Sergeants Longoria and Perlow fulfill a demanding requirement at Detachment 54.

As airborne observers they have a closer association with the "green berets" than the average "straight leg" (non-airborne) observer. With the full cooperation of their unit commander, CWO Marion E. Waldorf, they actively participate in special forces training programs. This includes winter warfare, weapons training and field training exercises. The two troopers in blue have become a fixture at every paradrop, either as jumpers or as a vital part of the team utilized to set up the drop zone (DZ).

In tactical and non-tactical airborne operations, their primary task is to jump into the DZ with a pathfinder team of green berets. Immediately after hitting the ground they set up their equipment to provide surface and upper air observations for the main body of jumpers while the advance team secures the DZ. They may be called upon to provide this service at any time so they keep themselves and their field gear ready to move out on a moment's notice.

Both jumpers are qualified with various parachutes and have jumped from five different types of aircraft, both fixed and rotary wing.

The work is hard and demanding, but the two airborne weather men are considered part of the team by the men of the special forces detachment. The two blue suiter observers feel that this is reward enough for their efforts.

Vans support operations in central highlands

CAMP ENARI, Vietnam—Men of Operating Location 4, Detachment 31, 5th Weather Squadron are supporting combat operations in the Central Highlands with the use of nine AN/MNQ-2 Mobile Meteorological Vans.

Meeting mobility commitments, the vans aid the weathermen in providing increased weather observing capability for Army airfields.

Electronic sensing equipment to measure wind velocities, cloud heights and temperatures plus a barometer for measuring pressure changes are used. Field phones and radio equipment for rapid relay of weather conditions are also included.

December is contest final

Hq. AWS—December photo contest subject is Air Power. Few photos have been received and plenty of time remains.

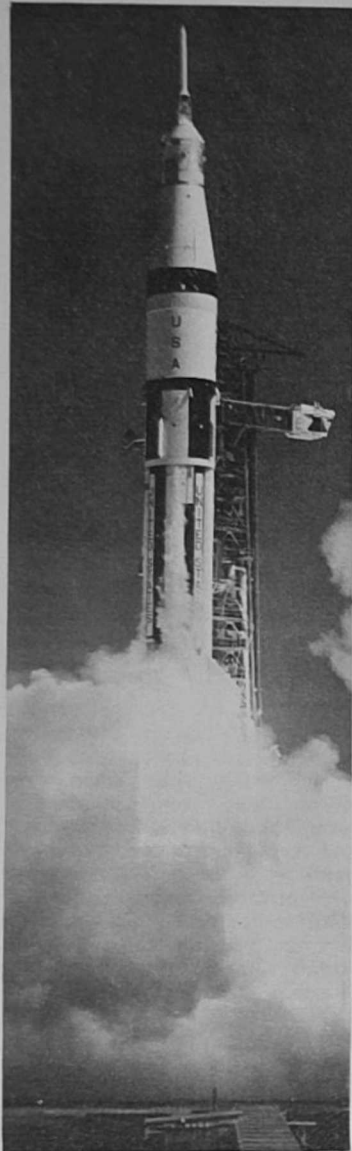
Just photograph anything relating to Air Power and forward the photo with a negative and a brief description to OBSERVER Photo Contest (AWFOI), Scott AFB, Ill. 62225. Negatives will be returned if requested.



ASSISTING SSGT. Juan Longoria with his parachute is SSgt. Arno Perlow, both jump qualified weather observers assigned to Detachment 54, 7th Weather Squadron, Wiesbaden AB, Germany. Sergeants Longoria and Perlow make actual jumps with special forces personnel to provide them with constant weather support.



NOW THAT'S LOVE, as Robert Quelch, son of Maj. William H. Quelch Jr., 5th Weather Wing, Langley AFB, Va., puts a loving bear hug on his pet pooch. Photograph was taken by Major Quelch and also took photo contest honors for November.



SATURN IB ROCKET thrusting the Apollo 7 with astronauts Walter M. Schirra Jr., commander; Donn F. Eisele, command module pilot and Walter Cunningham, lunar module pilot, lifts off from Cape Kennedy's Launch Complex 34 at 11:03 a.m. EDT for an 11 day mission.



U.S. NAVY SHIP VANGUARD is shown just after arrival at Port Canaveral. The Vanguard tracked the flight of the Apollo 7 from its lift-off from Cape Kennedy's Launch Complex 34 to a

splash-down in the Atlantic 230 miles south of Bermuda. The spacecraft orbited the earth 163 times in 260 hours and eight minutes. (Air Force Photo)

Compliments of Detachment 11. . . .

Weather was fine for Apollo 7 launch

PATRICK AFB, Fla.—America's most recent spaceflight took place last month, when three astronauts circled the world for 11 days in their Apollo 7 spacecraft. To launch the 224 foot Saturn IB rocket into the outer reaches of space required the skills and knowledge of thousands of Americans.

Playing a major role in this country's latest space shot were the men of Detachment 11, 6th Weather Wing, here. Com-

manded by Lt. Col. Howard D. Turner, the detachment used its facilities in preparation and actual launch of the Apollo 7.

As part of the weather service provided for the launch, the detachment gave meteorological information to the range safety officer, range operations officer and the Department of Defense manager for manned space flight, Maj. Gen. Vincent G. Huston. Working as the staff meteorologist for General Huston during the Apollo 7 flight was Lt. Col. Robert H. Dowd, a meteorologist from Det. 11. Both General Huston and Colonel Dowd were at the Manned Spacecraft Center, Houston, Tex., for the Apollo 7 launch.

Air Force Eastern Test Range weathermen provided weather forecasts for the down-range weather stations and obtained current weather observations from each site. Located on each of the downrange tracking stations to take the observations were contract weathermen employed by Pan American Airways, under the range management program. These 109 weather people plus the 45 officers, enlisted men and Department of the Air Force civilians make the detachment one of the largest in Air Weather Service.

Besides being one of the largest units, the detachment also has one of the "highest" jobs. It had the responsibility of providing weather data (forecasts and observations) to an altitude of 295,000 feet above the Apollo 7 launch pad and for each Apollo launch.

According to Maj. Robert G. Mathers, primary assistant meteorologist for the Apollo program, normal meteorological rocket (Metroket) weather observations are from ground level to approximately 200,000 feet. This leaves a gap of nearly 100,

000 feet to be covered. Metroket observations to 400,000 feet are also provided by the Cape weather station for spacecraft reentry in the Atlantic.

Meteorological support for the launch starts five days prior to launch. Providing the launch weather data is only part of the job of the weather people supporting the Apollo launch. The detachment also works with the Air Force Global Weather Central at Offutt AFB, Nebr. and other weather units in providing complete weather forecast service in support of EC-135N Apollo Range Instrumentation Aircraft (ARIA) missions.

Prior to deployment of the ARIA worldwide, the weather detachment issues a complete itinerary and mission plan to the Offutt central. The detachment specifies each computerized time phased route forecast required from Offutt to support the deployment, mission and return flights to Patrick AFB.

Once the ARIA begin deploying, the weather detachment at the Eastern Test Range receives the required weather information directly from the Global Weather Central. Weather messages are screened at Cape Kennedy and then sent to the primary users, the Airborne Operations Control Center (AOCC) and the deployed ARIA crews.

If at any time during the mission, an ARIA crew must be diverted from its planned mission, the weather status of that aircraft is immediately known at the AOCC. As an example: If an ARIA scheduled to be airborne from Guam to cover a certain portion of the orbital mission faces weather problems enroute which would prohibit its arrival on time, the AOCC has weather forecast data for the

entire area and another EC-135 can be diverted to assume the particular mission.

Two members of the detachment staff were assigned to the deployed ARIA crews throughout the entire mission. These two members of the staff were not the only aerial weather observers taking part in the Apollo launch. Aerial weathermen, flying from Patrick, orbited in a race-track pattern over the Cape and vicinity from pre-launch through launch.

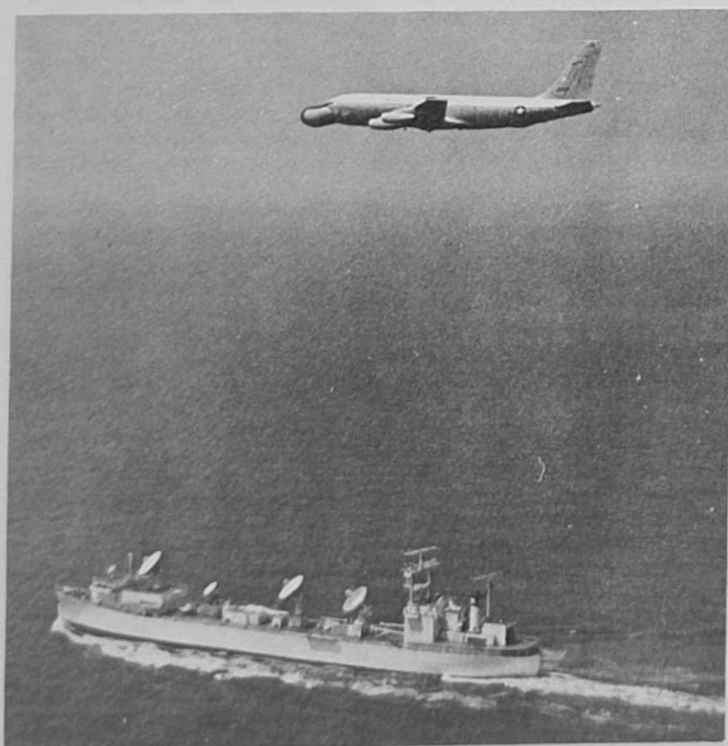
This airborne crew scanned for any weather disturbance that could hamper the launch. The airborne crew is always in direct contact with Cape Kennedy. If any type of questionable weather is detected in the area, the aerial observers divert from the normal orbital pattern and make an up-to-the-minute report on the disturbance.

Many of the significant weather occurrences (fronts, thunderstorms, hurricanes, etc.) are located by weather radar located atop the base operations building at Patrick. This radar is manned continuously by a detachment radar operator from four hours before launch to lift-off.

During the recovery operation, weather data was provided by Air Force and U.S. Navy weather crews throughout the world. This recovery weather data is transmitted directly to the Manned Spacecraft Center.

Although Det. 11 worked around the clock during the Apollo 7 mission, the unit continued to provide its normal 24-hour weather service to the Air Force Eastern Test Range.

Everybody talks about the weather and the men of Det. 11, 6th Wea Wg have a lot of weather to talk about.



AN EC-135N APOLLO RANGE INSTRUMENTATION AIRCRAFT, (ARIA) one of many deployed worldwide from Patrick AFB, Fla., to track the Apollo 7 flight, is shown above tracking ship Vanguard. ARIA received weather support from Det. 11 and the Global Weather Central throughout the entire Apollo 7 mission, including recovery and the aircrafts return flight to Patrick.

New Europe assignees attend weather course

RAMSTEIN AB, Germany — Newly assigned weathermen to Air Weather Service's European units were recently enrolled in a four-day weather school to acquaint them with European forecasting methods and special missions and requirements levied by the 2nd Weather Wing.

Designated as the European Theater Weather Orientation (ETWO) School, and conducted at Ramstein AB, Germany, the school, in its third year, is being sponsored by the 7th and 31st Weather Squadrons.

The course of instruction consisted of lectures with slides, seminars, and open discussions. These were designed to impart to recently arrived forecasters the professional knowledge and experience of weather forecasters long accustomed to European weather conditions.

Col. Lloyd C. Hughes, 31st Wea. Sq. commander, welcomed the students at the opening of the school and stated, "The experience gained from this course of instruction will benefit

not only you but Air Weather Service as well."

Highlight of the four-day weather school was an address given by Col. Thomas J. Arbogast, 2nd Wea. Wg. commander, Wiesbaden AB, Germany. Colonel Arbogast stressed the responsibilities that officers and NCO's of Air Weather Service have when they perform in their capacity as staff weather officers.

Five re-up same day

THULE AB, Greenland—Five Detachment 28, 12th Weather Squadron rawinsonde operators established an all time first for the 12th Wea. Sq. when they re-enlisted on the same day.

Weathermen signing up for four more years included Sergeants Kirby Danielson, Raymond F. Elliot, Michael E. Farrow, Raymond J. Lawlor and Jerald R. Olesen.



LAST, LONELY PASS is made by WB-47 012402 over Eielson AFB, Alaska. Aircraft "402" is the last WB-47 assigned to Eielson and to Detachment 1, 55th Weather Reconnaissance Squadron.

The WB-47s were moved to McClellan AFB, Calif., while Det. 1 was redesignated Det. 5, 9th Weather Reconnaissance Wing. Det. 5 is equipped with the WC-135 aircraft.

"... a familiar face was gone"

Last WB-47 leaves Eielson AFB

By 1st Lt. Gordon C. Blevins

EIELSON AFB, Alaska — With a deafening roar and clouds of black smoke the history books closed on an era, recently, at Eielson AFB, Alaska. Rising gracefully from the runway for the final time was the last permanently assigned WB-47 at Eielson.

Aircraft 012402, which was assigned to Detachment 1, 55th Weather Reconnaissance Squadron, banked into an overcast and was gone.

As the roar subsided and the

cold quiet of the Alaskan morning filled the void, to each person at Eielson came the feeling that a familiar face was gone. That certain intangible something was missing from the daily routine.

No longer would there be a scurry of activity around the ramp where the three sister-ships once sat poised and gleaming. There would be no more early morning briefings and cold pre-flight inspections for the flight crews.

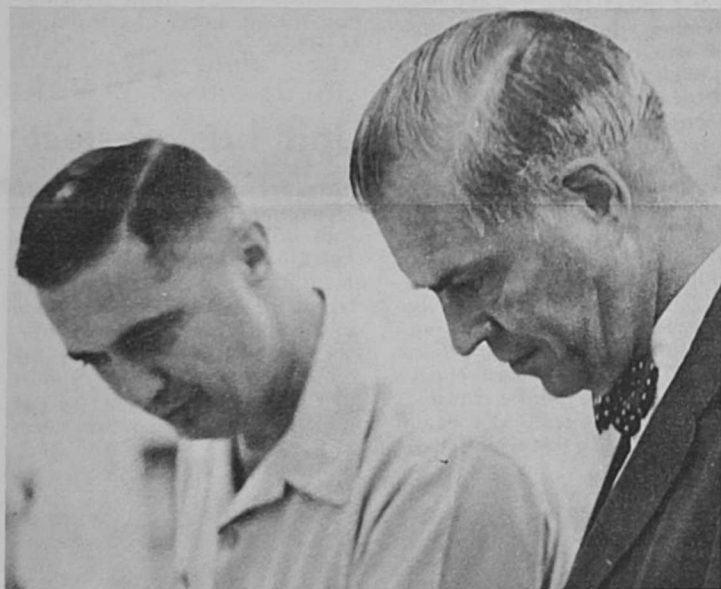
Perhaps it was the flight crews that felt the loss the most. There

is a certain attachment that forms, call it a blend of man and machine, between a pilot and his aircraft. Two personalities, that of the aircraft and of the man, become one in flight. Associations like this are hard to forget.

Aircraft No. 012402, which was the last B-47 to leave Eielson AFB, Alaska, has put in more flying time than any other B-47 in the Air Force inventory. This aircraft, which has been around since 1951, has been aloft for 6,645.3 hours. It is one of 36 B-47 aircraft remaining in the Air Force inventory, of which 24 are assigned to AWS.

The B-47 first came to Eielson when it was the mainstay of Strategic Air Command's bomber force. Many SAC crews have spent the long Alaskan winter nights on alert here, just a short hop from the Soviet border. Coming to the Air Weather Service and Alaska at about the time the bomber version was being retired, the "WB" was destined to make its own place in history. Performing weather reconnaissance and atmospheric sampling missions far out over the Arctic ice cap, the Pacific Ocean, and more recently, over Southeast Asia, the "Six-Engine-Bicycle" fulfilled its role in our national security.

The final flight from Eielson which took place on October 2, 1968, was captained by Lt. Col. Arnold F. Sprecher, commander of Det. 1 (now Det. 5, 9th Weather Reconnaissance Wing). The crew consisted of 1st Lt. Gordon C. Blevins, pilot and Capt. Curtis Nordan, navigator. Far from making a "mothball" flight, "402" flew a regularly scheduled reconnaissance track and was delivered to the 55th Wea. Recon. Sq. at McClellan AFB, Calif., for further service.



DETACHMENT 5, 1ST Weather Wing commander, Lt. Col. William B. Hellkamp, briefs the honorable G. Mennen Williams, United States Ambassador to the Republic of the Philippines, on the contents of a JTWC typhoon bulletin. The ambassador was accompanied on his tour of Det. 5, with Lt. Gen. Francis C. Gideon, commander, 13th Air Force.

Ambassador Williams drops in on Weather unit

CLARK AB, Philippines—Ambassador G. Mennen Williams, United States ambassador to the Republic of the Philippines, accompanied by Lt. Gen. Francis C. Gideon, commander, 13th Air Force, recently toured Air Weather Service's Detachment 5, 1st Weather Wing, here.

Their purpose in making the visit was to become more familiar with the procedures utilized by AWS in typhoon forecasting, and to investigate the possibility of closer coordination between Det. 5 and the Philippine Weather Bureau.

Lt. Col. William B. Hellkamp, commander, Det. 5, briefed the ambassador and General Gid-

eon on the vital role played by weather reconnaissance and satellite data in the preparation of typhoon forecasts by the Joint Typhoon Warning Center (JTWC) at Guam.

Colonel Hellkamp briefed the distinguished visitors of the roll played by Det. 5 in performing a staff weather officer function at the Joint United States Military Advisory Group and providing on-the-job training to Philippine Air Force personnel.

He also suggested an improved method of relaying JTWC bulletins to the Philippine Weather Bureau to assist them in issuing public storm warnings.



PRE-DEPARTURE BRIEFING for the flight of the last WB-47 stationed at Eielson AFB, Alaska is given by Lt. Col. Arnold F. Sprecher, (center), commander, Detachment 1, 55th Weather Reconnaissance Squadron. Listening are Capt. Curtis Nordan, navigator and 1st Lt. Gordon C. Blevins, pilot. Col. Sprecher served as aircraft commander for the flight.



PUNCHING TYPHOONS is his business. Captain E. N. "Woody" Laugen, better known as Swan 33 in the 54th Weather Reconnaissance Squadron, takes a close look at the outside

weather before penetrating the wall cloud of typhoon "Agnes". Severe turbulence from the strongest storm yet in 1968 tossed he and his crew around a bit before the final penetration

Sought storm, sighted same

Swan 33 flies "routine" storm mission

It started out to be a routine storm mission last week for the "typhoon chaser" crew from the 54th Weather Reconnaissance Squadron. . . take-off at 5 a.m. . . fix typhoon Agnes at 8 a.m. and 2 p.m. . . fly the perimeter of the storm gathering additional data. . . return to Andersen. It would be a sixteen-hour day starting from getting up at two that morning to final landing and de-briefing that afternoon.

Agnes was tracked, located and penetrated. Capt. E. N. "Woody" Laugen, Swan 33 aircraft commander, maneuvered the WC-130E into penetration position. To his right, Capt. Jerry Crenshaw, co-pilot, stood by to assist should the events of the next few moments require the strength of more than one man. Behind and between the two pilots, SMSgt. W. E. Richison computed a penetration speed and passed it up front.

Capt. Al Gideons, reconnaissance weather officer, braced himself for what to him was a moment of triumph. Under his direction, Swan 33 had searched a cloud-studded, wind-swept, rainy chunk of the Pacific and was at last to find and enter the cause of all the disturbance.

At his console, the navigator Capt. Jim St. Dennis, stared intently at a radar scope whose most outstanding feature was a black circle about 10 miles across, surrounded by an intense white wall from the outside of which extended several spiral arms. This was Agnes' eye, the center of her immense strength. She was now less than 10 miles away and penetration was imminent. From his lonely position aft, the dropsonde operator, TSgt. Frank E. Reed, warned his two students, Sergeants Harold

Davis and Larry Hopkins that the next few minutes would remind them of a roller coaster ride.

As the aircraft entered the wall cloud, five miles thick and probably half again as high, the pilots, both typhoon-punchers, experienced again the familiar, yet ever weird sensations of pressure flying where nature's pressure pattern is in upheaval. There was the sinking feeling brought about by a sharp drop in true altitude while the pressure altimeter remained constant, and the creaks and groans of the wildly buffeted aircraft as it fought its way through an unfriendly air mass.

On this day, however, to the old sensations of typhoon penetration were added some new ones, for Agnes was no ordinary typhoon, but a giant among her kind. Lightning, a rarity in Pacific tropical storms, lit up the gray clouds in nightmare flashes. Intense rain drowned out the normal cabin

AWS officer earns plaque

Hq. AWS--Capt. Fred Icard Jr., communications security officer, Hq. Air Weather Service, has been awarded an 8th Tactical Fighter Wing Achievement Plaque.

While assigned to Detachment 17, 10th Weather Squadron, Ubon RTAFB, Thailand, Captain Icard was cited for meritorious service as detachment weather officer and chief forecaster from July 1966 to July 1968.

noises. Up, down, up, down, flash, buffet, groan. "Everybody strap in. Hold on!"

How much longer would it last? How long does it take an airplane, flying at 200 knots, to cross a wall-cloud five miles thick? Longer than simple dead reckoning would indicate, for the airplane, crossing a giant whirlpool of wind, was flying almost sideways.

Then, suddenly, daylight! Down below the shrieking sea was now visible, churned to a boiling white.

Now began that coordinated teamwork whereby the storm, once found, is pin-pointed and all of her secrets extracted. There was the tight-circling turn in the "eye" while the navigator fixed the aircraft and Gideons computed and recorded the details of pressure, wind, temperature and circulation which were Agnes's trademarks.

The first half of their mission completed and once again it was up, down, rat-tat-tat in the gray mass of churning cloud and rain as the aircraft left the "eye". The next six hours would be spent flying around the storm gathering additional data that would enable forecasters on the ground to more accurately predict its course and wind potential.

But, before the day's work was over, another penetration would be made, another fix of the storm's position, more "eye" data gathered. But, the flying weathermen would know what to expect from Agnes the second time around. And they'd have a long talk with the 54th Weather Reconnaissance Squadron crew that was scheduled to fly Agnes the following day. You could count on that!

Solar flare appears as predicted by facility

ENT AFB, Colo.—During the recent Apollo 7 space flight, the Air Force Solar Forecast Facility, here, successfully predicted and observed a major solar flare. After consulting with the Air Force Solar observatory at Sunspot, N.M. and the Environmental Science Services Administration (ESSA) Observatory at Boulder, Colo., the Solar Forecast Center at the Cheyenne Mountain Complex issued an alert.

This alert forecasted that a major solar flare would occur within the following six hours. Two hours after the alert began

Air Force and ESSA solar observatories in Puerto Rico, Colorado, New Mexico, California and Hawaii reported that a major solar flare had begun. A 210-fold increase in hard solar x-rays was reported from the Air Force Vela satellite, and various ionosphere dependent communication networks, in the western hemisphere, were temporarily off the air.

The solar flare covered an area on the sun many times the area of the earth. The characteristics of the flare were such that the Apollo astronauts were in no danger in their low orbit. When Apollo goes to the moon, major solar flares will be a greater threat to the safety of the astronauts as the earth's magnetic field will not protect them from solar particle radiations.

While the eyes of the world will be on the spacecraft traveling to the moon, the Air Force and ESSA solar telescopes will focus on the sun. The world-wide solar observing and forecasting networks will provide information for the safety of astronauts in space.

Fuchu observer is consultant to Japanese fair

FUCHU AS, Japan—Sgt. Douglas G. Lexa, a weather observer with the Asian Weather Central, Detachment 1, 20th Weather Squadron, recently acted as a consultant and weather specialist with the U. S. pavilion at the Hokkaido Grand Fair in Sapporo, Japan.

Sergeant Lexa assisted George Loudon, the exhibits officer at the U. S. Embassy, in organizing and operating the Automatic Picture Transmission (APT) weather satellite read-out station in the American pavilion.

While at the exhibition he trained several Japanese science students in operating the APT equipment. Sergeant Lexa was chosen for this assignment because of his experience with APT equipment and his fluent Japanese.

Unit has perfect reenlistment rate

SOUTH RUISLIP, England—Sgt. Donald A. Douglas, Detachment 6, 28th Weather Squadron, recently reenlisted, setting a new unit reenlistment rate record.

Over the past two years, the South Ruislip weather support unit has compiled a 100 per cent re-up rate for first term airmen.



GIVING 100 per cent of participation in the blood drive at Fuchu Air Station, Japan, for our men in Vietnam are the forecasters on "A" Team of the Asian Weather Central, Detachment 1, 20 Weather Squadron. Pictured from left to right are Capt. Al B. Prewitt, SSgt. Jacob M. Robinson, 2d Lt. Joseph L. Schufman Jr., 1st Lt. Gerald K. Hobart, and Capt. Donald L. Washington (team chief). Center of attention is Airman First Class David A. Fulcher, A Team observer who has just donated one pint. Also participating but not shown was SMSgt. Clifford E. Peterson. (Air Force Photo)

Commendation Medals



U.S. Air Force Commendation Medals for the following Air Weather Service members have been awarded or approved recently:

Col. Charles K. Anderson, Det. 7, 4th Wea. Wg.
Lt. Col. William C. Anderson, (First Oak Leaf Cluster), Det. 3, 1st Wea. Wg.
Lt. Col. Mortimer F. Bennet, (Second Oak Leaf Cluster), Det. 14, 20th Wea. Sq.
Lt. Col. Henry W. Cherrington, 6th Wea. Wg.
Lt. Col. Ben W. Cotton Jr., Hq. AWS.
Lt. Col. Daniel B. Dockstader, (First Oak Leaf Cluster), Det. 7, 9th Wea. Sq.
Lt. Col. Newton R. Galligar, (First Oak Leaf Cluster), 2nd Wea. Sq.
Maj. Dale C. Barnum, Hq. AWS.
Maj. Robert K. Fisher, 20th Wea. Sq.
Maj. Dana K. Kelly, Hq. AWS.
Maj. Donald A. Krider, (Second Oak Leaf Cluster), Hq. AWS.
Maj. Joseph K. Lambert, (First Oak Leaf Cluster), OL-5, Det. 7, 4th Wea. Wg.
Maj. Arthur T. Provencio, Det. 2, 53rd Wea. Recon. Sq.
Maj. James R. Stephenson, Det. 2, 11th Wea. Sq.
Capt. John P. Bevans, Det. 2, 53rd Wea. Recon. Sq.
Capt. Frank H. Bower, weather officer, 99th Bombardment Wing.
Capt. Robert L. Croft, 2nd Wea. Sq.
Capt. Thomas W. Flattery, Hq. AWS.
CWO Dale T. Keast, Det. 25, 6th Wea. Wg.
CWO Oscar L. Muffley, Det. 2, 11th Wea. Sq.
CMSgt. Thomas O. Oliver Jr., (First Oak Leaf Cluster), 56th Wea. Recon. Sq.
CMSgt. John J. Pappas, (First Oak Leaf Cluster), Det. 18, 20th Wea. Sq.
CMSgt. William D. Wesnor, Det. 17, 20th Wea. Sq.
CMSgt. Carlton L. White, (First Oak Leaf Cluster), Det. 4, 35th Wea. Sq.
MSgt. Max A. Casias, (First Oak Leaf Cluster), Det. 25, 6th Wea. Wg.

MSgt. Kenneth L. Cox, (First Oak Leaf Cluster), Hq. AWS.
MSgt. Raymond B. Crayton, (First Oak Leaf Cluster), Det. 11, 6th Wea. Wg.
MSgt. Henry L. Duncan, (First Oak Leaf Cluster), 2nd Wea. Wg.
MSgt. Gordon J. Husman, (First Oak Leaf Cluster), Det. 2, 57th Wea. Recon. Sq.
MSgt. Guillermo E. Rosado-Gonzalez, 6th Wea. Wg.
TSgt. Henry M. St. Amant, Det. 4, 29th Wea. Sq.



TSgt. Edward J. LaBerge, Hq. 5th Air Force.
TSgt. Roy D. Pheasant, 58th Wea. Recon. Sq.
TSgt. Ralph G. Ritter, Det. 6, Hq. AWS.
TSgt. James P. Steele, Hq. AWS.
TSgt. James V. Taylor, 26th Wea. Sq.
TSgt. Kenneth Thompson, Det. 22, 26th Wea. Sq.
SSgt. Willie E. Allen, 610th Military Airlift Support Squadron.
SSgt. Isadore P. Bommarito, assistant flight chief, Phan Rang AB, Vietnam.
SSgt. Kenneth A. Brown, Det. 9, 30th Wea. Sq.
SSgt. Robert D. Fraser, Det. 31, 5th Wea. Sq.
SSgt. Norris B. Smith, Det. 10, 29th Wea. Sq.
SSgt. William E. Vance, 58th Wea. Recon. Sq.
SSgt. Gerald D. Winings.

6th Wing men see new balloon

VANDENBERG AFB, Calif.—Meteorologists of Detachment 30, 6th Weather Wing, viewed a V-shaped 550 cubic foot balloon, a Dart Aerodynamic Air Foil Inflatable developed by the Vee Line Corporation, as it reached a height of 1,200 feet during a recent demonstration. It has the capability of ascending ten to 12 thousand feet.

According to Mr. Dave Turner, a vice president of the Vee Line Corporation, the unusual design of the balloon causes air to pass over and under the cross sectional structure creating less pressure above the balloon, giving it greater lift and stability than the more conventional type.

The higher the winds, the higher the balloon will soar. Relatively easy to handle, the Dart can be launched by two men and can be guided by a safety line which deflates the balloon should it begin to veer from its desired course.

Birthday dining-in held at 3rd Wing

OFFUTT AFB, Nebr.—Officers of the 3rd Weather Wing celebrated the Wing's 12th Anniversary with a dining-in last month at the Offutt AFB Officers' Open Mess. The dining-in was sponsored by the 3rd Wea. Wg., Junior Officers' Council, the first such council in Air Weather Service.

Distinguished guests included: Brig. Gen. Anthony T. Shtogren, deputy director, J-6, the Joint Staff; Brig. Gen. Russell K. Pierce Jr., AWS commander and Col. Ralph G. Suggs, AWS Vice commander.

General Shtogren, a former 3rd Wea. Wg. commander, delivered a speech on the "Past, Present and Future of the 3rd Wea. Wg."

The wing was formed on 8 October 1956, replacing the 1st Weather Group. The primary mission of the 3rd Wea. Wg., is to support the worldwide mission of the Strategic Air Command.

Bronze Star

SSgt. Joe L. Markham, Operating Location 3, Hq. Air Weather Service, was recently awarded the Bronze Star (with "V" device) for heroism in ground operations at Cam Ly Airfield, Vietnam.

Sergeant Markham was cited for voluntarily aiding in rearming and refueling forward air control aircraft during an attack at Cam Ly airfield, and for making repeated trips, under fire, to the airfield control tower to spot mortar and troop positions firing at the base.

Retirees

The following AWSmen are recent retirees:

Lieutenant Colonels Daniel B. Dockstader, John A. Foster, Leon D. Goldsmith and Nelson J. Petersen, Majors William A. Bennett, Eugene R. Hoppe and James T. McAdams, Captains Merle D. Miller and Thomas S. Stanton, CWO's Max L. Crowder and Owen L. Palms, CMSgt. Samuel F. Gullo and Technical Sergeants George T. Paden and Kenneth Thompson.

Lt. Col. John R. Collins Jr., Lt. Col. Alfred R. Crisi, Lt. Col. Alexander S. Edwards, Lt. Col. Roland C. Lame, Lt. Col. Leon M. Rottman, CMSgt. Robert J. Mc Millan and MSgt. Paul D. Nichols.

Additional retirees in August are MSgt. James J. O'Donnell, MSgt. Robert L. Kohns, MSgt. Robert E. Satterfield, TSgt. Charles R. Bolus, SSgt. Clifford Haney and SSgt. Don P. Taylor.

ON THE

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Highlights of Air Weather Service people at work and play.

AWS Global Report

Mac Dill AFB, Fla.

A1C Fred Hauber, Detachment 32, 3rd Weather Squadron, was a recent distinguished graduate of MacDill's management school course.

An electronics technician, Airman Hauber plans to enroll in "Operation Bootstrap."

Ent AFB, Colo.

Maj. Martha A. Pichon, project officer for 4th Weather Wing 1968 Pike's Peak Combined Federal Campaign, announced the successful completion of the campaign as 4th Wing exceeded their cash goal by 103 per cent.

Ramstein AB, Germany

Maj. Billy L. Moore, 31st Weather Squadron, was presented a Certificate of Achievement from the United States Military Assistance Command, Vietnam, for meritorious service from July 1967 to June 1968.

Kirtland AFB, N.M.

A1C James E. McCarthy, 58th Weather Reconnaissance Squadron, has been named squadron Airman of the Month for November.

A member of the squadron's maintenance supply liaison section, Airman McCarthy was cited for his outstanding job performance and OJT work.

Mather AFB, Calif.

Sgt. Samuel R. E. Brown, Detachment 7, 24th Weather Squadron, was base Airman-of-the-Month for September.

Sergeant Brown was guest of honor at a Rancho Cordova Chamber of Commerce breakfast where he was presented a plaque by the C of C President and the Mather AFB commander. He also received a desk set and cash award.

Ft. Meade, Md.

TSgt. Albert F. Zarate, Detachment 4, 16th Weather Squadron, has been awarded a Gold PRIDE Certificate for outstanding performance as a weather forecaster during a ten month period at Ft. Meade.

Air Medals

Eight members of the 9th Weather Reconnaissance Wing have been awarded Air Medals for meritorious service while participating in extended aerial reconnaissance.

Receiving the medals were Captains Robert M. Brown, George W. Howe and Steven M. Stepanic Jr.; MSgt. Carl H. Zech; Technical Sergeants Jack M. Clark, Harold D. Knudtson and Wendell K. Parker and SSgt. Melvin L. Hover.

Births

ESTELITA, 2nd Lt. and Mrs. Thomas A., a daughter, Katherine Ann, at Madigan General Hospital, Ft. Lewis, Wash. Father assigned to Detachment 6, 16th Weather Squadron.

FAWCETT, TSgt. and Mrs. Raymond A., a son, Jeremy Dean, at Royal Buckinghamshire Hospital, Aylesbury, England. Father assigned to Detachment 40, 28th Weather Squadron.

WHITE, SSgt. and Mrs. Richard N., a daughter, Bertha Edna, at Sunnyvale, Calif. Father assigned to Detachment 3, Hq. Air Weather Service.

WACK, Sgt. and Mrs. James R., a daughter, Deborah Carleen, at Wright-Patterson AFB, Ohio. Father assigned to Detachment 15, 15th Weather Squadron.



A SELF HELP PROGRAM initiated by Lt. Col. Paul Fisher, commander, Detachment 14, 1st Weather Group, Tan Son Nhut AB, Vietnam, is now in full swing, with everyone pitching in and doing their share. First Lieutenant William L. Matteson and Sgt. Garland Hardamon (above right to left), are improving living conditions in the enlisted men's barracks by building desks, constructed of plywood and materials obtained from Det. 34, 1st Wea. Gp. and other on-base sources.

SPORTS FRONT



Sgt. Jesse Frey

Winning streak continued

Detachment 18, 15th Weather Squadron men have won the Kindley AFB, Bermuda, slow pitch softball league championship for the seventh consecutive year.

Composed of 24 players, Det. 18 compiled an 18 and three win-loss record. TSgt. Gary Best led the team in round-trippers with seven, while SMSgt. Matt Masterman, team manager, was the leading hitter with a .516 average.

Detachment wins Commander's Trophy

Detachment 6, 6th Weather Wing, L. G. Hanscom Field, Mass., was presented the Base Commander's Trophy and Silver Bowl when they captured the Base Commander's Golf Tournament with championship flight and low net score of 73 and 69, respectively.

Wiesbaden weathermen place second

Men of the 2nd Weather Wing, Wiesbaden, Germany, won second place in the recently completed Wiesbaden Area Intramural Golf Tournament.

USAFE Plans and Operations team downed the weathermen on the final day of competition.

Hurricanes seeking third gridiron title

Members of the 53rd Weather Reconnaissance Squadron, Ramey AFB, P.R., flag football team, are eyeing a third consecutive title with a seven win no loss record so far this year.

The Hurricanes have compiled an overall record of 27 victories against one loss in the last three years.

Pistol team sports weathermen

Two 3rd Weather Wing men recently received individual honors at Vermillion, S.D., while participating on the Offutt AFB, Nebr. pistol team.

Lt. Gary E. O'Connor placed first in the centerfire and .45 caliber rapid fire matches and concluded the match second over 11 in the Sharpshooter class. SSgt. Hubert Casner won first place in the centerfire and .45 caliber slowfire matches and first in the centerfire national match competing in the Expert class.

Is it possible to be called out after hitting a home run? On August 18, 1965, Hank Aaron of the Milwaukee Braves was. He was out of the batter's box when he hit the round-tripper.

3rd Wing holds its semi-annual CO conference

OFFUTT AFB, Nebr. — Col. Robert L. Sorey, 3rd Weather Wing commander hosted the semi-annual 3rd Wea. Wg., commanders' conference last month. The purpose of the conference was to review operational and management standards and to formulate plans for the areas of recent command interest.

The conference followed both the Military Airlift Command commander's conference and the Air Weather Service commander's conference held at Scott AFB, Ill., earlier this month.

Following opening remarks by Colonel Sorey, Capt. John F. Royston, wing comptroller, delivered a comprehensive performance value briefing. Maj. Dale L. Blann, chief of the MAC Management Engineering Team-1, briefed the conference on manpower standards and procedures used throughout AWS. He also discussed the interface between manpower and personnel liaison activities.

Colonel Sorey discussed the future of weather support and its effects on the 3rd Wea. Wg., while 1st Lt. Roy W. Cureton Jr., chief of personnel, briefed the conferees on the Air Force airman promotion system.

Additional discussion items included the new MAC standards for airmen dormitories, procedures involved in the preparation of performance reports, and the utilization of junior officers and NCOs in managing weather units.

Representatives from 3rd Wea. Wg staff agencies and squadrons were present for the conference.

Weather wins Scott AFB grid championship

An all time first was recorded November 9, when Hq. AWS/7th Wea. Wg. won the Scott AFB, Ill. flag football championship.

Finishing the regular season with a six and three record, the weathermen dumped second place 1800th Support Squadron 14-0 in the semi-final tournament game and beat high flying Transportation Squadron for the base title 12-6, just after Transportation defeated the regular season champs.

During the year, weather compiled 135 points while allowing opponents just 71 and achieved five shutouts.

Team members included Jerry Brown, Jim Jones, William Rogers, John Slaughter, Bob Collins, Donnie Williams, Ralph Wheeler, James Long, Jerry Meisel, Ray Crockett, William Cousins, Steve Fisher, David Pieper, Roger Taylor, Otto Jackson, Jesse Frey and Coach Carol Brock.

Hockey outlook



Hockey Outlook

Looks like another long hard season for the new Western Division hockey clubs. The new clubs surprised the veteran teams last year and with the experience gained by the new division teams, they could hang tough again.

Montreal looks like the team to beat again. They have good balance and if any weak spots are present, they're not detectable. Lorne "Gump" Worsley, the Canadiens goalkeeper at age 39, is back for hopefully another great year. Last year he posted a 1.98 goals against average and recorded six shutouts.

However, the other veteran clubs don't intend to be just standing around watching the Canadiens walk away with the Stanley Cup. Chicago Boston, New York and Detroit should remain pretty close to the pack all or most of the season.

Just two seasons ago, the Toronto Maple Leafs were Stanley Cup winners, but last year took a nose dive and for the first time in ten years, did not participate in the playoffs. This year the Leafs have new hope with potentially one of the best defenses in the league. Offensively, who knows?

Last year's surprise team of the year, the St. Louis Blues could go all the way—that is, up to the Stanley Cup playoffs, St. Louis made some helpful acquisitions during the off-season and should have some additional scoring punch.

Philadelphia is still a tough opponent for anyone, but will have to fight a little harder for that top slot this year. Los Angeles and Minnesota came through late last year showing promise for the 1968-69 battles.

Los Angeles fared better than any other western division team against the veteran clubs, which gives them high hopes for the new campaign. Minnesota nearly dropped the Blues in the playoffs, as Cesare Maniago played the part of a super goalie. Can't count Minnesota out!

Fine goal tending by Les Binkley and an improved defense give the Pittsburgh Penguins a bright future. Six points separated the Penguins from first place Philadelphia last year.

Oakland was a distant cellar dweller last season and prospects are, they can't do any worse. The Seals made a few trades, which may help them finish higher, at least a little closer to fifth place. Oakland fans should see a more exciting Seals team this year.

Overall, Montreal has to be the choice in the NHL!

Sergeant walks 42 miles to raise money for children

SOUTH RUISLIP AB, England—Sgt. Martin Segal, Detachment 6, 28th Weather Squadron, completed a 42 mile walk from Oxford to Uxbridge, England in 13 hours to raise funds for the aid of deaf children.

Completing the walk without acquiring a single blister, Sergeant Segal rested for two or three minutes at designated locations every five miles and stopped once for lunch.

Segal and a few others that completed the walk were honored at a dinner hosted by the base commander.

AWS/AFCS golf winners

FAIRCHILD AFB, Wash.—Men of Detachment 3, 9th Weather Squadron and the 2039th Communications Squadron combined their talents to win the Fairchild AFB intramural golf championship.

AWS/AFCS won the regular season league with a 17-3 log and the double elimination playoff victory earned them the first place trophy.

Weather members of the team included Maj. Sam H. Davis, SSgt. Charles W. Yates and Sergeants Warren D. Lokovesek and Dennis A. Bauman.



FOUR 57th WEATHER RECONNAISSANCE SQUADRON MEN (left to right) SMSgt. "Bunnie" Parish, TSgt. Lewis Fletcher, MSgt. Paul Hair and Lt. Col. Grover Townsend of Hickam AFB, Hawaii, landed this 328 pound blue marlin in the Molokai Channel, off the coast of Hawaii. Sergeants Hair and Fletcher fought the fish for about two hours before gaffing him aboard their craft. Because the boat had only one fighting chair, the men cut cards to see who would get the honors. Hair and Fletcher drew high cards.



DONNIE WILLIAMS, AWS/7th WEA. WG. halfback, (carrying ball), follows quarterback Jimmy Jones (extreme right), leading interference in a long gainer in weather's 12-6 triumph over the 375th Transportation Squadron, for the Scott AFB flag football championship.